

SR 509 / I-5 Freight and Congestion Relief Project

Revised August 2004

SeaTac to Federal Way



Project Description:

- Completes SR 509 as a six-lane freeway (including the HOV lanes) from S. 188th St. to I-5 in SeaTac.
- Adds six miles of new lanes on I-5 from S 320th in Federal Way to SeaTac.
- Improves the I-5/SR 516 interchange and adds a new interchange between I-5 and S. 228th St. in Kent.
- Adds a new interchange on SR 509 that will connect to a new South Access roadway serving Sea-Tac International Airport.

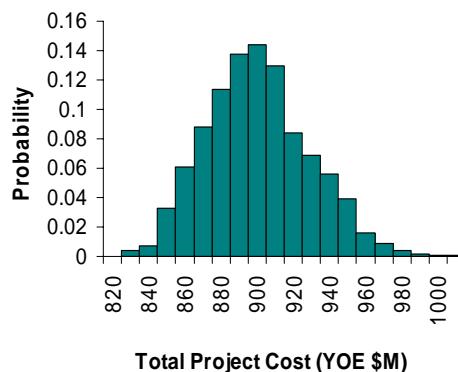
Schedule:

Full Funding Available:
July 2005

Construction Begins:
2006-2007.

Project Complete:
2011

CEVP Result:

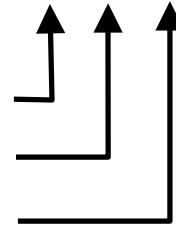


Project Benefits:

- Completes SR 509 by connecting it to I-5, thereby completing an additional north-south urban corridor. Provides HOV connections between I-5 and SR 509.
- Improves freight mobility in the state's most heavily used freight corridor.
- Accommodates improved access to Sea-Tac International Airport.
- Provides substantial peak-hour travel timesavings between Seattle and Tacoma.
- Reduces congestion on I-5 by diverting traffic from Southcenter Hill on I-5.
- Protects the environment by improving fish passage and water quality in the Des Moines Creek Basin.

Project Cost Range:

10% chance the cost < \$861 Million



50% chance the cost < \$896 Million

90% chance the cost < \$937 Million

Project Risks:

- Acquisition of right of way and relocation of businesses and residents may take longer and cost more than anticipated.
- Changes to seismic design criteria or unforeseen, poor soils conditions could increase costs for bridges and structures.
- Unfavorable market conditions (i.e., a limited number of qualified/available contractors, higher labor/materials) could increase construction costs.
- Remediation of arsenic contaminated soils affected by the project could increase costs.
- Unexpected utility relocation or stormwater management requirements could increase costs.
- Schedule or funding delays will result in increases in costs due to inflation.

What's Changed Since 2003:

- Scope: The scope of the project has not changed.
- Schedule: Final design and field construction have been delayed due to lack of funding. The project can be completed within seven years, but will take longer if only partial, rather than full, funding is authorized.
- Design: Geometric design, hydraulic design, and right-of-way access hearings have been completed.
- Cost: The cost range shown above, which assumes full funding for the project by July 2005, reflects higher certainty than the 2003 estimate.
- Right-of-Way: Acquisition of some critical right-of-way and associated relocation of residents has begun.

Financial Fine Print (Key Assumptions):

- Full funding for the project is available by July 2005.
- Project cost to complete (total estimated cost less funding to date), at 90% certainty, is \$884 million.
- Additional funds (federal, state, regional and local) are needed to complete this project.
- Each year the project is delayed increases the project cost by from \$20 to \$30 million due mainly to price inflation for right-of-way and construction.

Level of
Project Design:

Low

Medium

High

August 18, 2004

